

THE COPPER ERA

AND MORENCI LEADER

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BRITISH DIRIGIBLE MAKES TRIP IN EIGHT DAYS

Pulham, Norfolk, England, July 13.—Great Britain's mammoth trans-Atlantic air pioneer, the dirigible R34, arrived at their air station here at 6:56 o'clock. Greenwich mean time today, completing her round trip from the British Isles to the United States and return.

The R-34 poked her nose out of the clouds northeast of the village and after circling the flying field three times glided gently to the ground and 10 minutes later was housed in the dirigible shed. The voyage from Long Island was without particular incident and was completed in approximately 75 hours.

As the R34 approached the field she dropped from a height of 5,000 feet to 2,000 feet. The 400 men who were to aid the airship in landing were ordered to their positions and waited silently as the ship circled the field, dropping lower and lower.

Release Water Ballast

When Major G. H. Scott, her commander, had maneuvered the airship into position for the landing, the water ballast was released to steady her and a rope was thrown from the bow. The giant ship moved across the field to the shed where the delicate operation of berthing her was completed quickly.

A military band stationed on the field played the "Call to Duty," as the airship began to settle and then changed to the strains of "See, the Conquering Hero Comes." As the ship was warped into the shed the band played "Keep the Home Fires Burning."

The tired, unshaven but smiling men who composed the crew quickly climbed from the gondola and were greeted warmly by the officers and soldiers gathered on the field.

Breakfast First—Story Later.

"The voyage home has been without incident," said Major Scott. "We want breakfast."

After breakfast and while enjoying the belated luxury of his little black pipe, smoking not being permitted on the ship, Major Scott told the story of the return flight as follows.

"We estimated we would make it in from 70 to 80 hours," he said. "We made it in 75. When we left we had a strong wind behind us and we covered the first 800 miles in about eight hours. When we circled over New York we could see plainly the crowds on Broadway waving to us as we passed, but we could not hear them because of the noise of the engines."

"South of New Foundland we encountered head winds and our progress from then on was slower. We traveled at an average height of from 3,000 to 5,000 feet and found much low clouds and fog. One day we saw nothing but fog for 24 hours."

Steering Engine Breaks.

"We struck Ireland at Clifden and made good progress from there, although our steering engine broke down Saturday morning. We started with 4,900 gallons of gasoline and had 1,000 left."

"We are naturally pleased with the trip, all of us. I expect important changes in the size and speed of future airships; big ships that will travel 70 to 80 miles an hour and powerful enough to 'crawl through anything.'"

"This has been a great trip," said Colonel W. N. Hensley, Jr., of the United States army air service as he climbed out of the car. "We were lost one whole day because the fog was so thick we could not get a shot at the sun, moon, stars or horizon, but we worked out of it and struck the Irish coast. We passed over the Isle of Man about 3 o'clock this morning and then, mounting above the clouds, witnessed a most beautiful sight. Above was the bright moon; below, soft fleecy clouds touched with all the colors of the rainbow and far down below occasionally could be seen the dark blue of the sea. But we did not have time to admire the beauty of the scene."

No Trouble Encountered

"We soon passed over Liverpool and then other cities and towns and here we are. We suffered no hardships and no inconveniences except that we had no hot water for shaving. Our eggs were cooked in the exhaust of the engines and we had plenty of other good food and coffee, tea and cocoa to drink. No one suffered from air sickness and while the sea below was tossed by a 40 mile gale we were moving along in comfort on an even keel. "Regular airship service between Europe and America is bound to come and soon."

The members of the crew were eagerly surrounded by friends who were waiting at the airfield. George Graham, chief engineer, proudly carried

THE U. S. NAVY TO SAIL JULY 17TH

Ships which formed the 6th battle squadron of the Grand Fleet in the North Sea during recent hostilities, will sail July 17th from the East Coast commanded as follows:

New Mexico, Captain Arthur L. Willard; Mississippi, Capt. Wm. A. Moffett; Arizona, Capt. John H. Dayton; Wyoming, Capt. Harely H. Christy; Arkansas, Capt. Louis R. De Steiguer; New York, Capt. Wm. V. Pratt; Texas, Capt. Nathan C. Twining; Idaho, Capt. Carl T. Vogelgesang. The first stop of the squadron will be at San Diego, Calif.

The following ships will depart as ordered: Virginia in command of Captain Wm. H. Standley; New Jersey, Capt. Walter R. Gherardi; Rhode Island, Capt. Walter S. Crosley; Georgia, Capt. Leigh C. Palmer; Nebraska, Captain Percy M. Olmstead; Vermont, Captain Frank H. Clark.

The Cleveland, commanded by Capt. Frank L. Pinney; Tacoma, Captain Edward S. Jackson; Denver, Capt. Edward D. Finner; Marblehead, Capt. Wm. T. Tarrent; Machias, Commander Frederick R. Nallo; and the Vicksburg with Lt. Commander Charles E. Roordan as Commanding Officer, will sail independently. These ships acted as convoys during the transportation of troops to the other side.

The two veteran ships which laid the mine barrage in the North Sea will sail under command as follows: The Baltimore, Cap. Alfred G. Howe and the Aroostook, Capt. James H. Tomb.

The Destroyer squadron, led by the flag ship Salamm, in command of Capt. Hayne Ellis will join the fleet. This is the destroyer squadron which operated off the coast of Ireland during hostilities.

EMORY WINSHIP.

The Following Telegram From El Paso was Received by The Local Navy Recruiting Station July 12th

Enlistments authorized for two, three or four years at option recruit in all ratings now open for first enlistment except that applicants for machinists mates school will not be enlisted for shorter periods than three years. Minors under eighteen may be enlisted for two or three years or period of minority at their option, with consent of parent or guardian as before. Men re-enlisting for two, three or four years are entitled to extra pay for re-enlistment under continuous service, extra pay for citizenship, and to two, three or four months honorable discharge gratuity respectively, if re-enlisting after honorable discharge. Present war pay now permanent for men during current enlistment and for all men enlisting or re-enlisting prior to July 1st 1920 for the term of such enlistment or re-enlistment. Give fullest publicity and increase enlistments to maximum. Tracht.

TOWN MARSHALL TO ENFORCE AUTO ORDINANCE

Town Marshall John Young has sent forth the following edict. That the Town ordinances relating to speeding, parking of automobiles and running without front and tail lights burning to be rigidly enforced to the letter. (So watch your step). John Young, Town Marshall.

his pet kitten, born at East Fortune. The kitten suffered no inconvenience during the trip.

Some Climatic Changes.

"We were never out of touch with the world, although we met a lot of fog," said Lieutenant R. D. Durrant, the wireless officer. "It was hot in New York, cold in middle Atlantic, and you see what it is here."

Brig. Gen. E. M. Maitland, representative of the air ministry on the R-34 who kept the log of the voyage said: "We were sent by the air ministry to demonstrate what airships can do on a long sea voyage, with the ultimate view of their commercial use later. Airships will undoubtedly be used in the future overseas and over land. They will not conflict in any way with the airplane or seaplane, but all will work together."

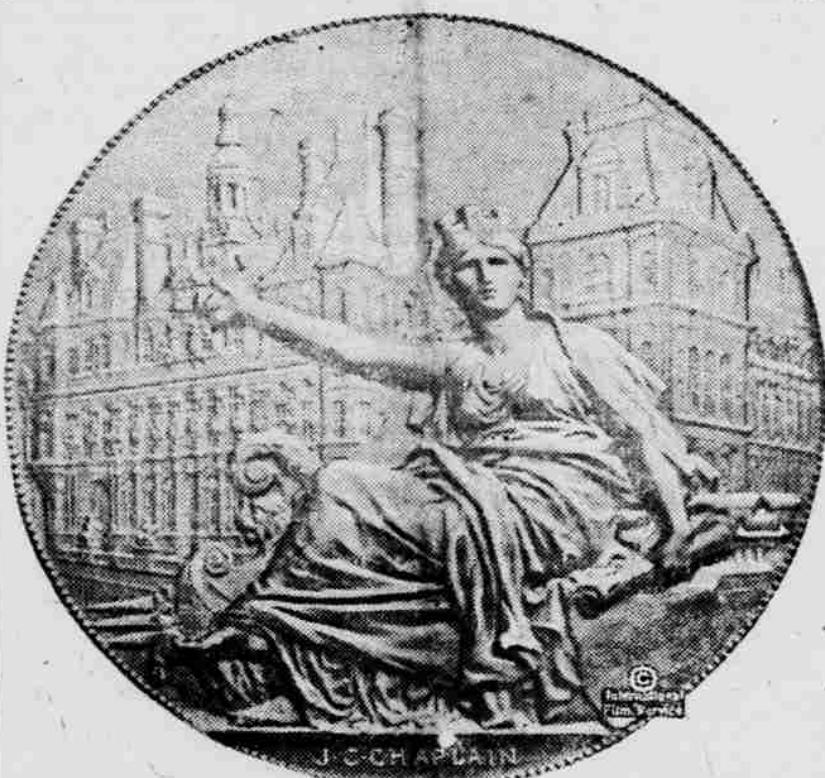
Merely a Demonstration

"Our reception in America was extraordinary. The people there, impressed with our voyage, fully realize the commercial possibility of the big airship. It was a wonderful sight as we passed over the great electric signs in New York."

The members of the crew were disappointed because they were not able to land at East Fortune where most of them have their homes.

All were glad to get back, but said they were anxious to make another trip. All agreed that a long voyage entailed no harder work than many other duties of flying.

GIFT TO WILSON FROM CITY OF PARIS



Among the many gifts bestowed on Mr. and Mrs. Wilson by the city of Paris is this gold plaque, given to the president.

SENIOR HIGHWAY ENGINEER LOOKS OVER HIGHWAY

SENATOR ASHURST SPEAKS ABOUT OUR SOLDIERS

Phoenix.

Engineer Wheeler recently returned from a trip through Arizona and investigated eight federal aid projects for that state. Of these six were new projects of which federal aid to the amount of approximately \$500,000 is asked, and will probably be extended.

Two of the projects are of interest to the state of New Mexico, as they are substantial improvements on roads leading to the state line. One calls for the construction of bridges or paved crossings of all washes and streams between Clifton, Arizona and Franklin at the state line. This road leads toward Lordsburg. The other is for the improvement of the Borderland route from Douglas toward Rodeo, New Mexico, for a distance of 24 miles.

While on this trip, Engineer Wheeler inspected the construction of the Clifton-Springerville project, now under contract of Webster Brothers & Kerby and also the Apache-Soldier camp project in the Catalina mountains near Tucson under contract to Littlejohn, Singleton & Murphy. A reconnaissance was run from Apache for 12 miles toward Oracle. Location survey of this project is now under way and ten-mile sections will be advertised as soon as designs have been perfected.

At the present time there are six projects under construction having a total length of 100 miles, representing an expenditure of about \$450,000. Fifty-eight miles of work will soon be advertised for bids.

CLIFTON "WILD CATS" PLAY MORENCI NEXT SUNDAY

The Clifton "Wild Cats" will cross bats with the Morenci "Panthers" at the Morenci ball park Sunday July 20th at 3 p. m. The "Panthers" defeated the heavy hitting team of Saford last Sunday by the 10 to 4 route, manager Lawrence of the "Panthers" says they are ready to make the "Wild Cats" tame. Bill Mason will be on the mound for Clifton with his famous greasy ball. (The only chance we have to lose is for the oil to give out.) Everybody turn out and help the boy's win.

OVERSEAS ENTERTAINER AT AUDITORIUM JULY 25TH

Be sure to keep Friday evening, July 25th open for on that date, Mr. D. C. Mac Iver, who spent nine months on the Western battle front entertaining the soldiers with Mr. E. H. Southern's company will give an entertainment at the auditorium similar to what he gave the soldiers. Mac Iver pays all his own expenses as he goes and therefore you are afforded a free performance and opportunity to see how our boys were kept in good spirits during the war period. Incidentally Mr. Mac Iver is a magician and humorist who spent some years on the American vaudeville stage and you can't afford to miss this musical treat. The Adams Orchestra will contribute several selections during the evening. Performance at 8:00 p. m. You better get there early.

On July 1 in speaking of the subject of continuing the United States employment service, Henry F. Ashurst led the fight to force the conference committee of the senate to stand by its agreement to appropriate \$400,000 in order that these agencies might be maintained. Toward the close of running debate lasting several hours, Sen. Ashurst said:

"The expenses of the great war before we are finally through with the payment of all demands will doubtless be \$80,000,000,000 or more. That is a vast sum. It was worth it to win the war. We are secure and safe today. Within a very short time we will again be pursuing our daily course, and the Great War will be history. A gorgeous, a brilliant book in history, it will be, wonderfully penciled. The valor of our troops and the troops of our allies will be recounted for decades to come and will furnish sufficient raw material for all the poets, orators, historians and lecturers for a century to come."

But to whom do we owe the safety we now enjoy? To whom should we turn with our thanks for this safety? Surely we must not forget that the soldier in the trench had some part in this victory. It may be that we can not give him a farm when he returns and finds his former position occupied by some one else. We are unable to pay him a bonus of \$1000 or \$1500. It may be that he will not want it. In fact, I think the soldier would resent the idea of seeing gifts ladled out to him. The soldier is not an object of charity. He is a man; he has proved himself to be a man. So when the soldier of the Great War comes home and proceeds to the place where there was an employment office when he left and finds that in his absence congress has stricken out the only agency to which he could go and through which he could obtain a situation, he will get a sample of the proverbial ingratitude of republics. I want this republic to be a grateful republic, not a patronizing republic; not grateful in words alone, but one that will say: 'We can not feed you; you do not want to be fed; all you can ask and all you do ask is a free field and a fair fight; all you want is an opportunity with your brawn and your muscle and your tools to earn a living. You had a right to ask that the government give you information as to where work may be secured.' The soldier will be satisfied with no less than that. More than that, in my judgment, the soldier will not ask."

W. J. Riley cashier of the First National Bank will leave for Los Angeles Saturday morning, where he will spend several weeks at the beach resorts.

NOTICE!

The explosive license act was repealed by congress recently to take effect July 1st and Superior Court Clerk, Ben M. Crawford is no longer issuing licenses to those desiring to use explosives.

GLOBE BUSINESS BLOCKS DAMAGED BY CLOUDBURST

Three-Inch Fall of Rain Causes \$100,000 Loss in Mining District—Pioneer Resident is Missing—Post Office Inundated.

Globe, July 14. Globe's main street is under two feet of water, the result of a cloudburst this evening. The post office building and several business blocks are under water. The Western Union office was wrecked and the instruments and fixtures ruined.

One of the most severe floods that has visited the Globe mining district for 35 years, swept the business section and both northern and southern ends of the city tonight about 7:00 o'clock. Property estimated in the neighborhood of \$100,000 was damaged.

During the height of the series of cloudbursts the main street was inundated with two feet of water which carried household fixtures and furniture on its crest to Pinal creek. Several houses were carried down in the torrent and the Arizona Eastern passenger train due in the city at 7:35 p. m. was forced to unload its passengers on the edge of the city owing to the washout of a bridge in the southern part of the city.

The post office, Western Union office, one of the local brokers offices and a garage were worst hit by the flood. The Western Union office probably suffered most, being entirely placed out of commission. The interior of this office was entirely wrecked and many of the fixtures and reports were washed away in the flood, which swept down the main street.

Pioneer Resident Missing.

At a late hour tonight Pat Hurley, who has been a resident of the city for a number of years, was reported missing. When last seen he was near the bridge over the creek at the time the flood reached its crest. At midnight he was still reported missing by policemen who had been detailed to search for him and it is believed he was drowned in the stream.

Immediately after the high water had receded in the flooded area, work was commenced salvaging goods in business houses and cleaning the debris from the floors of the buildings which were inundated.

Dr. Fox, local weather observer, stated that at 9 o'clock after more than two hours of rain the precipitation passed the two inch mark. Although it was still raining at midnight he stated he had not taken the exact amount since the foregoing figure but estimated it was well past three inches.

Thirty Buildings Wrecked.

Approximately 30 buildings were estimated by city officials to have been damaged by the flood waters. Several adobe houses which were partly inundated have collapsed and it is reported a number of others are rapidly being weakened at their basis in the disintegration process of the water.

Owing to the havoc wrought in the post office building by the water it is expected that it will be impossible to deliver mail for a day at least. A force of men was placed at work to clean up the refuse deposited in the office by the flood.

COPPER CITY LODGE INSTALLED OFFICERS

The local order of Odd Fellows, Copper City lodge No. 18, I. O. O. F. held an installation of officers Monday July 7th for the coming year, a number of Morenci brothers being here for the installation. Following the lodge work, a smoker was enjoyed by the members. The following were installed for the ensuing year by Deputy Grand Master Corkin of Morenci: P. G. Wm. Paterson, N. G. H. P. Combs, den O. C. Hayes; Conductor, L. C. Leay, Treasurer, George Reitzer; War. W. G. J. A. Hildrith, Secretary J. A. Mac. Emerick; R. S. N. G. J. H. Tilley, L. S. V. G. Jas. Kilsby; R. S. S. Earl Hughs; L. S. S. C. E. Carter; Chaplain Roy Phillips, O. G. A. G. Fetterly; I. G. J. G. Turgeon; R. S. V. G. Frank Markin, L. S. P. G. Luther Pringle

Mr. and Mrs. E. L. Gay and daughter Miss Martha of Metcalf and Mrs. L. A. W. Burch of Clifton left Tuesday for a visit at various scenic points in Arizona and vicinity. They are making the trip in Mr. Gay's National car and expect to be gone about a month, going by way of Elephant Butte dam, Williams to Grand Canon and return by way of Phoenix and the Roosevelt dam.

A. H. Slaughter sheriff of Greenlee county returned Friday evening from Texas, where he was on business.

STOCKMEN SEEK U. S. CONTROL OF PUBLIC DOMAIN

Representatives from All Parts of the West to Meet in Salt Lake City July 21 to Urge Action by Congress

Livestock men, including representatives of all livestock association, from every part of the West will meet at Salt Lake City, July 21 to begin work toward securing control and grazing regulation of the more than 200,000,000 acres of public domain in the western states. The meeting will last two or three days and while in session steps will be taken to get congress to take legislative action for federal regulation of the lands.

The meeting at Salt Lake a week from next Monday has been brought about largely through the efforts of the Arizona Cattle Growers' association, which has taken the lead in the matter. The states affected will be Arizona, California, Colorado, Idaho, Montana, Nebraska, New Mexico, Nevada, Utah, Wyoming, Minnesota, Washington and Oregon the western states in which millions of acres of land are in public domain, owned by the government but with no regulated grazing privileges. Livestock associations in all these states will have delegates at the Salt Lake meeting, as will the American National Livestock association, and the National Wool Growers' association.

Many Different Rules.

The question of the public domain lands relative to cattle and sheep growing has always been uncertain. On the federal forest and Indian reservations livestock growers are given grazing privileges and charged a dollar a head per year. On state lands the livestock men may lease grazing land at about three cents an acre per year. But grazing on the public domain has never been regulated.

Arizona cattle and sheep men have always been vitally interested in the public domain question. More than one fourth of the state's acreage of 21,000,000 acres is in this federal-owned unregulated public domain. Open to all, it has always been an unsolved question. It has been used generally for grazing purposes with the ever present danger that it may be seriously harmed by much overstocking and no regulations to safeguard individual users.

Big Factor in Arizona.

Arizona livestock men—and the same conditions are found in other western states affected—have recognized that the public domain lands are a big factor in their business and consequently have taken the lead in getting the domain regulated. A system of regulation is sought by which the stock growers may obtain their grazing privileges in one way or another, and pay for them. Having obtained the grazing privileges the stockmen will be sure of their investment and may fence off their portions, safeguard their waters and take like protective measures. Under the present system, with no regulation, the public domains are used by everybody and no one is willing to risk his investment on the domain lands with no regulation at all.

The question of federal control and regulation for the domain lands in the western states will be settled at the Salt Lake City conference July 21. Delegates from the livestock organizations of all the public land states will be there to take it up, and a strong organization will be formed to get action on it at Washington.

S. C. Swift, secretary of the Greenlee County Cattle Growers' Association will be present to represent the Greenlee County Cattlemen at this meeting.

\$4,000,000 OF ROAD BONDS ARE SOLD BY COUNTY

Board of Supervisors Sells Issue to Toledo House at Premium of \$320,500 and Other Saving of \$288,000.

The board of supervisors yesterday accepted the bid of Graves, Blanchett and Thornburgh and associates for the \$4,000,000 Maricopa county road bonds. The Toledo bond buyers offered a premium of \$3,205,000 and there will be an additional saving to the county of five and a half per cent on each installment delivery making in all \$288,000 besides the premium.

The supervisors opened bids for the highway bonds Monday and have since been considering the many that were received at that time. Local bankers have attended a number of conferences with the board and it was generally conceded that the bid which was finally accepted was the best offer made.